



### T-34C TURBO MENTOR

The T-34C is an unpressurized two-place tandem cockpit aircraft used as the primary stage training aircraft for all Navy, Marine Corp, Coast Guard, and Allied student naval aviators. The aircraft has a length of 28 ft. 8 in., a height of 9 ft. 11 in., and a wingspan of 33 feet 5 inches.

The T-34 which is on display came to Westover from the Naval Air Station in Pensacola, Florida.



### T-33 SILVER STAR

The T-33 Silver Star, better known as the T-Bird, was used as a pilot trainer in the 1950's and is now employed as a proficiency trainer by jet pilots. The T-Bird has a maximum speed of 505 knots and a maximum cruising altitude of 40,000 ft. Ninety-five T-33s remain in service today. The aircraft on display this weekend (CT-33) is from Canadian Forces Base Shearwater, Canada.



### A-6 INTRUDER

The A-6 Intruder is a carrier-based, low-level attack bomber equipped specifically to drop nuclear or conventional weapons on targets completely obscured by weather or darkness.

The aircraft is used by both the U.S. Navy and the U.S. Marine Corps. On the carrier, the plane needs minimum landing space of 1,710 ft. and 3,890 ft. for take-off.

The Intruder has varied capabilities which include: ground mapping, identification, tracking and range-finding of fixed or moving targets, and is able to cleanly execute terrain following maneuvers.

The Intruders at Westover this weekend are stationed at NAS Widdow Island, Wash.



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### C-5A GALAXY

The 16 huge C-5As at Westover are heavy-cargo transports designed to rapidly provide massive high-speed strategic airlift for deployment and supply of combat forces. The Galaxy can carry unusually large and heavy cargo for intercontinental ranges at jet speeds of more than 500 mph. The C-5A can take off and land in short distances and taxi on standard surfaces during emergency operations.

The Galaxy is the largest aircraft in the free world. Almost as long as a football field and as high as a six-story building, Westover's C-5As have a cargo compartment about the size of an eight-lane bowling alley and a foot longer than the Wright Brothers first flight. The Galaxy is the only aircraft capable of carrying virtually every piece of U.S. Army combat equipment, including the 74-ton mobile scissors bridge, main battle tanks and helicopters.

In the upper-level rear compartment are airline-type seats for 73 passengers, usually the crew members of the trucks, tanks, helicopters or other military equipment-loaded aboard the cargo deck. The forward compartment accommodates a crew of six, a second relief crew of seven, and has seating for another eight couriers. There are also six sleeping areas, a mission planning table and a galley in the forward compartment.

The C-5A can be loaded and off-loaded at the same time using the front and rear cargo ramps. A visor nose and a rear door, each with full-width ramps, open to expose the full height and width of the cargo compartment. The permits drive-through loading and unloading of wheeled and tracked vehicles.

A "kneeling" landing gear system lowers the aircraft's cargo floor to truckbed height for easier loading. The entire cargo floor is equipped with a roller system for rapid handling of palletized equipment. A full load of 36 pallets can be placed aboard the aircraft in about 90 minutes.

The Galaxy's weight is distributed on its high flotation landing gear, which has 28 wheels. This landing gear system can raise each set of wheels individually for simplified tire changes or brake maintenance.

An automatic trouble-shooting system constantly monitors more than 800 test points in the various subsystems of the C-5A.

The Malfunction Detection, Analysis and Recording System (MADAR) uses a digital computer to identify malfunctions in replaceable units. Failure and trend information is recorded on magnetic tape for analysis by maintenance people.

Four turbofan engines mounted on pylons under the wings power the C-5A. Each engine pod is nearly 27 feet long, weighs 7,260 pounds and has an air intake diameter of more than eight and a half feet. The Galaxy has 12 integral wing tanks with a capacity of 51,150 gallons of fuel — enough to fill 6-1/2 regular-size railroad tank cars. The fuel weighs 322,500 pounds.



**AH-1G**

The AH-1G is a U.S. Army helicopter specifically intended for armed helicopter missions. The aircraft here today is permanently stationed at Westover and is attached to the Massachusetts National Guard. The relatively small size of the AH-1G makes it highly effective for use by the U.S. Customs Service on night-interception missions. This helicopter is designed for maximum speed and has a two-man crew, one pilot and one copilot/gunner.

**F-14 TOMCAT**

A sophisticated carrierborne interceptor with the United States Navy, the F-14 Tomcat was designed to protect the carrier group from enemy attack. Although large for a fighter, the Tomcat's variable sweep wings give it extraordinary agility, making for a dangerous adversary in a close-in dogfight. The two-crew Tomcat has the ability to track 24 targets and engage six simultaneously. The Tomcat appearing at Westover flew in from NAS Oceana, Va.

**U-2**

The U-2 is a high altitude reconnaissance and surveillance craft produced by Lockheed Aircraft Corporation, manufacturer of Westover's C-5As. In 1962, the U-2 obtained the first photographs of Soviet Military buildup and offensive missiles being installed in Cuba.

The U-2 is a single-seat, single-engine plane with glider-like characteristics, able to provide important non-military support in the survey of hurricane/tornado damage, flash flooding, etc.

Since 1957, a series of U-2 flights have been conducted to sample radio-active debris in the stratosphere. Data collected from these world-wide missions contribute significantly to the understanding of the environment and provide valuable scientific data.

The U-2 participating in the Great New England Airshow is from Beale AFB, Calif.





### AH-64 HUGHES APACHE

The AH-64 Hughes Apache is a U.S. Army helicopter capable of undertaking a full day/night/adverse weather anti-armor mission.

The Apache works effectively in a front-line environment and was used extensively during the Persian Gulf War.

This is a four-blade, fully-articulated main rotor helicopter equipped with General Electric twin engines. The cockpit is protected by lightweight boron armor shields which will keep the pilot and copilot/gunner safe from high explosives.

As a unique feature, the AH-64 utilizes a "Black Hole" IR suppression system to detect heat-seeking missiles.



### B-52 STRATOFORTRESS

The B-52 Stratofortress has been the principal manned strategic bomber force for the United States for over 35 years. It was the first aircraft to launch in the strike against Iraqi forces on January 16, 1991 — the onset of Operation Desert Storm — and nearly one third of all bombs delivered by U.S. air forces during the Gulf War were carried by the B-52.

The aircraft on display at Westover is from Barksdale AFB, La.

The air-refueling capability of the Stratofortress gives it virtually limitless range for its varied missions which include flying ocean surveillance sweeps and assisting the U.S. Navy with anti-ship and mine-laying operations.

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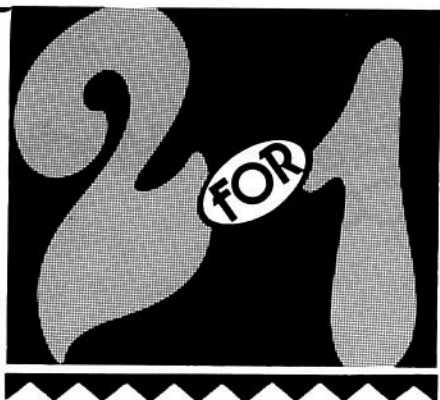
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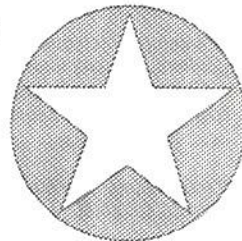


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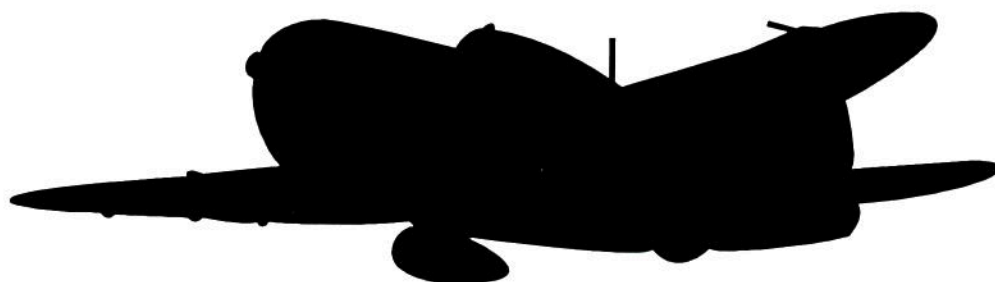
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# Frecce Tricolori

"Frecce Tricolori's" appearance at the Great New England Airshow is a major event in the quincennial celebration honoring Christopher Columbus. The Galaxy Community Council is proud to take part in that celebration by promoting the Italian American Host Program. The program invited area citizens to become an Italian American Host to sponsor Frecce Tricolori's visit to Westover AFB. The Galaxy Community Council received outstanding support from the community to provide a gracious welcome to our Italian friends.

## Frecce Tricolori Sponsors

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**LIEUTENANT COLONEL ALBERTO MORETTI, Commander**

Born in Casagiove in 1953, Col. Moretti entered the Italian Air Force Academy in 1974 as a member of the "Pegaso III" course. Assigned to the 21st CIO Squadron of the 53rd Wing, he became combat ready with the F-104S aircraft. He joined the "Frece Tricolori" team in 1981 and flew the positions of 3rd Right Wingman, 2nd Right Wingman, 1st Right Wingman and Leader. He is qualified to fly the P-148, MB-339, G-91T, F-104G and the F-104S with more than 3,300 flying hours.

**LIEUTENANT COLONEL GIANLUIGI ZANOVELLO, Leader**

Born in La Spezia in 1959, Col. Zanovello entered the Italian Air Force Academy in 1975 as a member of the "Rostro II" course. Assigned to the 155th CRD Squadron of the 51st Wing, he became combat ready with the F-104S aircraft. He joined the "Frece Tricolori" team in 1983 and flew positions of 3rd Left Wingman, 2nd Left Wingman and 1st Left Wingman. He is qualified to fly the P-148, S-208, T-37, T-38, MB-326, MB-339, G-91T, F-104S and the AMX with more than 2,700 flying hours.

**CAPTAIN ANDREA BOIARDI, First Left Wingman**

Born in Abradia S. Salvatore in 1962, Capt. Boiardi entered the Italian Air Force Academy in 1981 as a member of the "Aquila IV" course. Assigned to the 18th CIO Squadron of the 37th Wing, he became combat ready with the F-104/ASA aircraft. He joined the "Frece Tricolori" team in 1989 and flew the position of 3rd Left Wingman. He is qualified to fly the SF-260, T-37, T-38, G-91T, F-104S and the MB-339 with more than 1,700 flying hours.

**MAJOR FRANCESCO TRICOMI, First Right Wingman**

Born in Catania in 1961, Maj. Tricomi entered the Italian Air Force Academy in 1979 as a member of the "Vulcano III" course. Assigned to the 132nd CRO Squadron of the 3rd Wing, he became combat ready with the F-104G aircraft. He joined the "Frece Tricolori" team in 1987 and flew the position of 2nd Slot. He is qualified to fly the S-208, SF-260, MB-326, MB-339, G-91T and the F-104G with more than 2,200 flying hours.

**CAPTAIN GIUSEPPE ANDREA COGGIOLA, Second Left Wingman**

Born in Milan in 1961, Capt. Coggiola entered the Italian Air Force Academy in 1980 as a member of the "Zodiaco III" course. Assigned to the 22nd CIO Squadron of the 51st Wing, he became combat ready with the F-104S aircraft. He joined the "Frece Tricolori" team in 1988 and flew positions of 3rd Left Wingman and 1st Left Wingman. He is qualified to fly the SF-260, T-37, T-38, MB-326, MB-339, G-91T and the F-104S with more than 1,900 flying hours.

**LIEUTENANT NORBERT WALZL, Second Right Wingman**

Born in Merano in 1963, Lt. Walzl entered the Italian Air Force Academy in 1984 as a member of the 97th A.U.P.C. course.

Assigned to the 28th Squadron of the 3rd Wing, he became combat ready with the F-104G aircraft. He joined the "Frece Tricolori" team in 1988 and flew the position of 3rd Right Wingman. He is qualified to fly the SF-260, MB-339, G-91T and the F-104G with more than 1,900 flying hours.

**CAPTAIN ANTONIO VIVONA, First Slot**

Born in Rome in 1959, Capt. Vivona entered the Italian Air Force Academy in 1979 as a member of the 95th A.U.P.C. course. Assigned to the 10th CIO Squadron of the 9th Wing, he became combat ready with the F-104S aircraft. He joined the "Frece Tricolori" team in 1986 and flew positions of 2nd Right Wingman and 1st Right Wingman. He is qualified to fly the SF-260, MB-326, G-91T, F-104G and the F-104S with more than 2,800 flying hours.

**CAPTAIN UMBERTO ROSSI, Third Left Wingman**

Born in Bari in 1963, Capt. Rossi entered the Italian Air Force Academy in 1982 as a member of the "Borea IV" course. Assigned to the 102nd CBO/S Squadron of the 5th Wing, he became combat ready with the F-104/ASA aircraft. He joined the "Frece Tricolori" team in 1991. He is qualified to fly the SF-260, MB-339, G-91T and the F-104S with more than 1,200 flying hours.

**CAPTAIN DANIELIS FLAVIO, Third Right Wingman**

Born in Palermo in 1962, Capt. Flavio entered the Italian Air Force Academy in 1982 as a member of the "Borea IV" course. Assigned to the 22nd CIO Squadron of the 51st Wing, he became combat ready with the F-104S aircraft. He joined the "Frece Tricolori" team in 1991. He is qualified to fly the SF-260, MB-339, G-91T and the F-104S with more than 1,300 flying hours.

**CAPTAIN PIERLUIGI FIORE, Second Slot**

Born in Trento in 1961, Capt. Fiore entered the Italian Air Force Academy in 1980 as a member of the "Zodiaco III" course. Assigned to the 154th CBO/S Squadron of the 6th Wing, he became combat ready with the Tornado aircraft. He joined the "Frece Tricolori" team in 1990. He is qualified to fly the SF-260, T-37, T-38, G-91T, PA-200 and the MB-339 with more than 1,700 flying hours.

**MAJOR STEFANO ROSA, Solo**

Born in Senigallia in 1961, Maj. Rosa entered the Italian Air Force Academy in 1979 as a member of the "Vulcano III" course. Assigned to the 154th CBO/S Squadron of the 6th Wing, he became combat ready with the Tornado aircraft. He joined the "Frece Tricolori" team in 1987 and flew positions of 3rd Left Wingman and 2nd Left Wingman. He is qualified to fly the SF-260, MB-326, CT-134, CT-114, MB-339, G-91T and the PA-20 with more than 2,000 flying hours.



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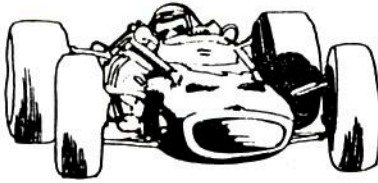
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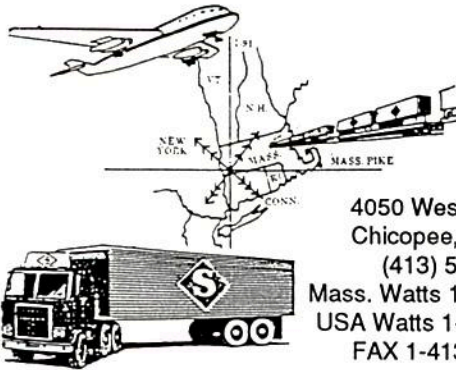
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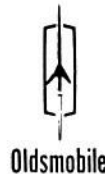
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For full-time undergraduate program information call 413-782-1321 (Springfield area) or toll-free 1-800-325-1122

For graduate study or part-time undergraduate information call 413-782-1249 (Springfield area) or toll-free 1-800-325-1122

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# The Golden Knights





The United States Army's Parachute Team, the "Golden Knights" is the army's only official aerial demonstration team.

These specially selected airborne soldiers demonstrate their skills each year to millions of spectators. They also compete in national and international parachuting competitions, help develop new techniques and equipment, and are considered the finest parachuting team in the world.

The Golden Knights use rectangular-shaped Ram-air parachutes. These parachutes are highly maneuverable and have a forward air speed of about 22 mph. The parachutes are controlled by steering lines and the army skydivers easily land at appointed target zones.

The Golden Knights begin their aerial demonstrations at an altitude of 12,500 feet, or almost two-and-one-half miles above the air show site. The team will perform a patriotic flag jump, the Stack, side by side canopy relative work, Tri-plane or Bi-plane, the Wedge, the Baton Pass, the Cut-away, the Diamond Track, and formation jumping.



FLAG JUMP

STACK



SIDE-BY-SIDE

TRI-PLANE  
or  
BI-PLANE

10-WAY WEDGE



MASS EXIT

CANOPY RELATIVE WORK

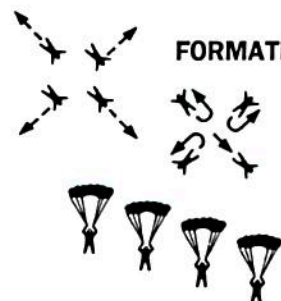
BATON PASS



CUTAWAY

DIAMOND  
TRACK

FORMATION







# SIX OF DIAMONDS

The Six of Diamonds is a unique aerobatic flight team of military and airline transport pilots dedicated to preserving a part of WW II American military aviation history. The team, based in Bridgewater, N.J., performs to recreate the sights, sounds and boldness of actual military maneuvers that helped American air power to victory. They are the last group to currently fly WWII vintage military planes in a precision aerobatic team.

The aircraft were built by North-American Aviation in the 1940s, and each is personally owned by a senior team member. The Army Air Force called them AT-6 Texan Advanced Trainers; to the U.S. Navy, they were SNJs. Together, the AT-6s and SNJs trained more men for combat flying than any other plane built. Powered by Pratt & Whitney 650 Wasp Radial engines, each aircraft has been fully restored and painted to its authentic military colors.



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# WWII WARBIRDS

Westover AFB will feature the sights and sounds of WWII with over 30 vintage aircraft flying or on display at the Great New England Airshow.

The Warbirds have been restored to their original condition. The B-17 Flying Fortress will make a return visit to Westover in addition to the B-24 Liberator, which flew more missions and dropped more bombs than any other aircraft in WWII.

The P-51 Mustang, which sounded the death knell for the German Air Force when it began its reign as the "best fighter in WWII," heads the list of vintage "pursuit" aircraft.

Visitors will also be treated to "a Taste of Springfield" when the Gee Bee Racer returns to its birthplace for an aerial demonstration and static display. ✪



## TBF/TBM AVENGER

The Grumman Avenger torpedo-bomber first saw combat at the Battle of Midway in 1942. With a crew of three, the Avenger served the U.S. Navy as a torpedo bomber, a horizontal bomber and in a variety of other roles until well after the war ended. For such a large aircraft, the Avenger is quite nimble. Also built by General Motors as the TBM, many Avengers survived the war to serve as aerial fire bombers. United States President George Bush piloted an Avenger during World War II.